# GEOGRAPHIC NEWS BULLETINS

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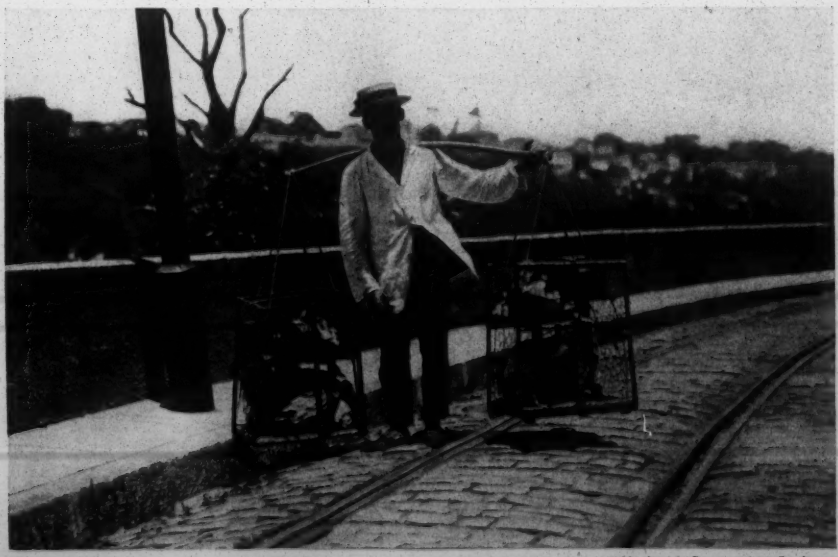
## Contents for Week of November 24, 1930. Vol. IX. No. 19.

1. Air Travel Creates New Ties Between the Americas.
2. Addis Ababa: Scene of Colorful Coronation.
3. Labrador: One of the Earliest American Areas Discovered, Among Last To Be Explored.
4. Darjeeling: An Observation Post for the Majestic Beauty of the Mighty Himalayas.
5. Khartum: Modern Capital along the Nile.



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**THE CHICKEN AND DUCK SELLER**

His products help this Rio de Janeiro vendor cry his wares. The customer is sure of getting his fowl fresh (see Bulletin No. 1).

### HOW TEACHERS MAY OBTAIN THE BULLETINS

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## Air Travel Creates New Ties Between the Americas

ANNOUNCEMENT by the Postmaster General that new air mail lines soon are to be operated from Paramaribo to São Paulo and Rio de Janeiro further emphasizes the new travel paths in South America, rescuing many places from long-time obscurity.

Recently the National Geographic Society sent an aerial survey party from Washington to Buenos Aires, thence across the Andes to Chile. Photographs along the old Spanish Main, among new industrial cities, of vast coconut and coffee plantations, and of jungle scenes and primitive peoples were taken for early publication in the Society's National Geographic Magazine.

### "Boys in Overalls" From New York to Buenos Aires

From New York to Buenos Aires already is strung a line of American boys in overalls. Some are seaplane pilots; some are mechanics, with grease guns and wrenches; some are radio operators. There also are agents and ticket sellers, stationed at various ports. Because an air line for mail and passengers ties the two Americas together a small army of highly trained men is required to fly and care for the airplanes which operate this long-distance service.

At the hotel in Para, the Geographic's party found 27 guests from the United States were registered. All were seaplane employees or air passengers. Already, seaplane patrons and crews have increased business enough in some remote ports, off the main steamship lanes, so that new or remodeled hotels are discussed.

### Flying Brings New Human Types to Cities

Flying has brought new types to cities all the way from Havana and San Juan de Porto Rico to Para and Pernambuco. Guests at hotels are accustomed now to seeing a crowd of sun-burned, khaki-clad flying Yankees come trooping in to lunch, just in from a long flight, too hungry to stop to change clothes.

In a day the mail-plane pilots make anywhere from 1,200 to 1,500 miles, eating breakfast in Miami and dinner in Haiti, or sleeping one night in Para, Brazil, and the next in Port of Spain, Trinidad.

Passengers who ride these planes are up at dawn, and into the air before sunrise. Agents supply each with a lunch, and reading matter is put on the ships. Baggage is limited, but careful choice of light wash clothes and quick work by seaport laundry women afford comfort to travelers.

### "Gas Station" Cluttered With Parrots and Monkeys

Exotic scenes mark many stops. At Fortaleza, Brazil, men, women, nude children, with parrots, monkeys and dogs, cluttered the docks and beaches as the party stopped for gas. Circling for pictures, before landing they saw pigs and goats run into the houses, as people ran out.

Here and there the flyers stopped for three or four days to make side trips, for they were not flying on regular schedule. To get maps, aerial photos of islands, lakes, river mouths, light-houses and harbors, they halted, gathering landmark and other data useful to seaplane pilots along this great air path.

While working out from Para, for example, the Geographic Society's party explored the islands of Marajao and Mexiana, in the Amazon delta. From terrain and lakes observed and photographed, it now appears that the Cayenne-Para leg

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**BENEATH "CHINESE" GORDON'S STATUE AT KHARTUM**

**General Gordon earned his title by his vigorous action in putting down the fanatical Taiping revolt in 1863, and he won immortal fame by his defense of Khartum, capital of the Sudan, against the Mad Mahdi's tribes in 1884-5. With one other British officer, he was isolated in Khartum while superintending the evacuation of Egyptian civil employees. Organizing a defense, he held out for nearly a year; but the city fell and its intrepid defender was killed two days before the rescuing force arrived (see Bulletin No. 5).**

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## Addis Ababa: Scene of Colorful Coronation

NEWSPAPERS recently have had many accounts of the grandeur and splendor of the coronation ceremonies for the world's newest emperor, Haile Selassie I, formerly known as Ras Taffari. The ceremonies took place at Addis Ababa, capital of Ethiopia, a country which in the past was called Abyssinia, but has officially restored its very ancient name of Ethiopia, dating back to Bible times.

The National Geographic Society sent photographers to Addis Ababa to record the amazing spectacle. The daily life of the city which, even in normal times, seems strange to Western eyes, was described in a communication by Wilfred H. Osgood who visited it when its people were going about their daily business in their usual ways.

### Name of the City Means "New Flower"

"Snuggled against the hills at an altitude of 8,100 feet, Addis Ababa has a beautiful situation and a fine climate, with cool, clear nights and glorious days of brilliant but not oppressive sunshine," Mr. Osgood wrote.

"The name of the capital means 'new flower.' It is the nearest approach to a real city in the country and the only place much affected by modern influences.

"The main streets of the capital literally swarm with the dark natives in their picturesque costumes of white cotton cloth. They are all barefooted or, at most, wear very simple sandals, and the majority are bareheaded, although the red fez, and especially the turban of the Moslem, appear with considerable frequency.

### Vast Amount of Running About

"There are so many people abroad, even in ordinary times, that one feels it must be a gala season of some sort, but the visitor learns that much of the coming and going may be accounted for by the fact that in a feudal country the job of being a vassal consists largely in running errands or wandering and sitting about doing nothing.

"The streets in Addis Ababa are fairly wide, but very winding, and the city is spread over a large area. In the business section there are a few buildings of substantial character, and Western civilization has made its usual contribution of corrugated iron; but the dwelling places are mainly in native style, with thatched conical roofs and dirt floors.

### Mixture of Ancient and Modern

"The automobile has arrived and proved its usefulness to such an extent that hundreds now are in use, and the work of grading and improving streets is actively under way. Outside the city, however, the automobile, as yet, cannot go far.

"Small trade is carried on by Turks, Armenians, and Hindus, who have been suffered to come in; and altogether the place presents a curious mixture of the ancient and the modern, together with certain pioneer features due to the fact that the city was founded scarcely more than 30 years ago.

"Hyenas howl at night and Ford cars honk and rattle by day. Camels in long lines sway along under heavy loads; mules and donkeys, horses that range from native scrubs to the finest Arabians, cattle, sheep, goats, dogs—all kinds of domestic animals except pigs—help fill the streets. A motor ride through this

of this long route may be much shortened by flying over these islands, safely, instead of around them as heretofore.

Wherever stops are made, the pilots are known, just as engineers and brakemen were in the early days of western railroading.

### Pilots Encounter Many Languages

Besides being skilled flyers, many of these pilots are good linguists, as are also the airplane agents at many ports; for confusion of tongues is met from Havana to the Argentine. The flyers had Spanish, French, English, Dutch and Portuguese to deal with! And money! Some say it has no home—that it wanders where it can earn the best return. But along this line, jumping from flag to flag, they found in use dollars, pesos, francs, shillings, Danish money in the Virgin Islands, guilders in Dutch Guiana, francs again in Cayenne, milreis in Brazil.

In city after city one sees the new ramps, floats and hangars, with shops, extra planes, and spare parts. At port after port governors, mayors and distinguished citizens repeatedly expressed their enthusiasm over the coming of aerial service, making travel and mails so much faster.

**Bulletin No. 1, November 24, 1930.**

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**DELIVERING TAMANCOS, OR WOODEN SHOES**

**This type of footgear is used by working people of Rio de Janeiro. The shoes are manufactured in the city and are shaped like the shoes worn by the Filipinos. They have wooden soles and their "clap-clap" is like that heard on the streets of Japan.**

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## Labrador: One of the Earliest American Areas Discovered, Among Last To Be Explored

BURNING of a hospital at the Battle Harbor Settlement of Sir Wilfred Grenfell recently called attention to a social service project which has helped open up a desolate area to human habitation and revealed to civilization scenic beauties and economic assets.

Quick-frozen fish for world markets, newly discovered water-power sites, and sport fishing for salmon and trout are some of the factors, along with the radio and airplane, that are tying up Labrador with the outside world.

### Origin of the Quick Freezing Process

Labrador fathered the new quick freezing process which makes it possible to ship fresh fish thousands of miles. Fisheries whose product formerly was good only as fertilizer now find markets on American tables. It was noticed while fishing through the Labrador ice on a very cold day that the fish, which froze instantly upon being taken from the water, began to flop about when taken into a warm room.

Experiments revealed that by quick freezing the flesh of fish could be kept much more firm and strong than by the older slow freezing method.

Although Labrador was the first land of North America to be discovered by Europeans, it is one of the last to be explored. Last year college boys from the United States discovered one of the finest water-power sites on the continent, a remarkable falls over which tremendous volumes of water rush to the sea. Grand Falls, in central Labrador, twice as high as Niagara, has a million horse power waiting to be harnessed. Vast inland forests of virgin pine await the inevitable demand of civilization for their timber.

### No "Movies," Only One Auto

Labrador has as yet no movies. It lacks other appurtenances of civilization. It has no roads but has one automobile; the car brought in recently by Donald B. MacMillan, Arctic explorer, while building himself a home in northern Labrador.

With nothing to speed on and nothing to speed in except a boat, and no movies to go to, the Labradoreans remain very much the same kind of people their English, Scotch and Irish ancestors were who came to the coast hundreds of years ago. Among the "liveyeres," as the permanent residents are called, there are no suicides and no murders.

No part of Labrador is farther north than any point of Scotland. Battle Harbor, one of the principal ports, is in the latitude of London, England. Therefore Labrador has just as long a day as have England and Scotland. But its climate, in contrast to that of the British Isles, is a striking commentary on what the Gulf Stream has done to modify the temperature and rainfall of northern Europe.

### Has Heat Waves, Too

Heat waves regularly hit the country in summer. While the refrigerating effect of the Labrador Current keeps the coast cool, the weather gets very warm in the back country. On a day when it is 40 at Battle Harbor the thermometer may rise to 93 in the forested inland.

Only 900 to 1,000 Eskimos are still living in the country and they occupy

teeming life is more or less of an adventure and is partly deprived of its interest by the noise of the horn, which the driver is, perforce, obliged to keep honking practically all the time.

### Curfew for Natives

"While the people flock through the streets all day, they are forbidden to be out at night, as there is no lighting system, and after dark the highways are left to the prowling dogs and hyenas. Even leopards have been known to enter the city at night.

"The curfew does not apply strictly to foreigners, but they are enjoined to carry lights at night, and if they are wise they provide themselves with stout clubs to ward off the dogs.

"All this sounds somewhat forbidding, but in reality a sojourn in Addis Ababa is both interesting and enjoyable. There are several small hotels offering satisfactory food and lodging; the foreign colony is cordial, and Ethiopians of rank also extend hospitality."

**Bulletin No. 2, November 24, 1930.**

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**AN EXAMPLE OF ETHIOPIAN ARCHITECTURE**

**Builders use any material at hand to construct these odd edifices. Wood is so scarce in Ethiopia that the capital city has migrated again and again to be nearer the trees. Eucalyptus groves were set out at Addis Ababa to insure fuel, and that city has remained the modern seat of government.**

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## Darjeeling: An Observation Post for the Majestic Beauty of the Mighty Himalayas

NEWEST peak of the Himalaya Mountains to be the objective of a British Expedition is Kamet, which lies some 490 miles northwest of the famous Mount Everest, highest mountain in the world. In the opposite direction from Everest lies Kinchinjunga, a scant thousand feet lower than Everest, which already has been the scene of exploration. Kamet is about 4,500 feet lower than Mount Everest, yet it is the second highest mountain in the British Empire, being within the border of the United Provinces, India, while Kinchinjunga is along the Tibetan border of Nepal.

The most famous headquarters for expeditions that would climb the mighty Himalaya Mountains has hitherto been Darjeeling. There the most recent Kinchinjunga explorers had their base; there, too, go officials and well-to-do residents of Calcutta and eastern India who seek to conquer the sizzling heat of India's summers. In its functions as a resort Darjeeling resembles Simla, 700 miles farther west, and Srinagar, in Kashmir.

### World's Grandest Panorama of Mountain Scenery

So far as the Himalayas are concerned it is a matchless observation post. When the clouds permit, the beholder may view one of the most magnificent panoramas of mountain scenery the world affords. Kinchinjunga itself rises to the northward, 45 miles distant, across deep chasms and beyond tiers of foothills. And Kinchinjunga is buttressed by half a dozen peaks from 20,000 to 24,000 feet high.

Darjeeling stands on a sort of stage before and above which sweep the amphitheater slopes of Himalayan heights. The town is perched on and astride a steep ridge of the Himalayan foothills that rises about 7,000 feet from the Bengal plains. On the side toward the mountains the ridge drops away for approximately 6,000 feet forming what might, in American terminology, be called "the Grand Canyon of the Ranjit;" but whose heavily forested slopes and tropically luxuriant floor earn in India the more poetic name of "Vale of Ranjit."

It is across this Titanic valley and beyond over ranges of foothills lower than that on which Darjeeling sits, that one looks to mighty Kinchinjunga. The eye therefore sees a rise of approximately 27,000 feet, a range of altitude to be seen in few if any other places in the world, since most of the highest mountains rise from lofty plateaus.

### "Keep Cool" City Straddles Ridge

Darjeeling has characteristics unlike those of most towns. It can hardly be said to have streets. Most of the buildings face on paths or walks which run along the main ridge and out on to its minor spurs, or work their way by serpentine routes to other paths that cling to the steep sides of the slopes. Steps, too, serve in place of roads, connecting terraces that rise one above the other. One of the few carriage roads is a driveway that skirts the lower end of the main ridge and leads below to the suburb Lebong and its barracks for British soldiers.

The villas, bungalows, shops, government buildings, hospitals, churches, schools, barracks and native huts that make up Darjeeling and its suburb form pendant communities, like giant saddle-bags thrown over the ridge. Dwellings

the lands farthest north where the Moravian missionaries have served them for 170 years. White men's diseases hit the Eskimo hard. Ills contracted by Eskimos who were on exhibit at the world's fairs at Chicago and Buffalo spread sickness and death in the Northland when they returned. While the influenza raged in the United States a few years ago a steamer sailed into a port where 360 Eskimos and a few whites lived. On board were two seamen convalescing from influenza. Within a few days 300 Eskimos died from influenza.

### One Thousand Miles to a Doctor

Forty years ago there was not a single resident doctor on 1,000 miles of Labrador coast. By 1930 Dr. Grenfell supervised a chain of four modern hospitals, one of which was destroyed by fire, eight nursing stations, one hospital steamer and four hospital boats.

Able pupils of Labrador have been encouraged to go to United States and Canadian technical schools for instruction. Of one hundred sent by one association ninety have returned to take an active part in the development of the country. The new hospital at St. Anthony, modern down to the last bedside electric push button, was built by returned students. Some of the trades they learned have never been practiced in Labrador before. One is a plumber, another a mechanical engineer, another an electrician. In their ranks are shoemakers, teachers, stenographers, nurses, dressmakers, dieticians, tanners, and clergymen.

Much attention has been given the making of hooked rugs and weaving, two native crafts introduced by the early settlers from England. Labradoreans make exceptional hooked rugs and there is now demand among Labrador women for discarded silk stockings from the United States for use in this industry.

**Bulletin No. 3, November 24, 1930.**

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**TEACHING TABLE MANNERS TO THE CAMEL**

**When a Fuzzy feeds his mount, he usually spreads a cloth and lets the animal eat from it. This procedure prevents the grain from being scattered. The Fuzzies were the "Big, black boundin' Beggars" of Kipling's poem about the tribesmen who "broke a British square."**

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## Khartum: Modern Capital along the Nile

WHEN passengers board the airplanes that will fly the new line from Cairo to Cape Town, they will end their first day's journey at Khartum, Anglo-Egyptian Sudan, there to transfer to a flying boat for Kisumu, on Lake Victoria. In the total trip they will encounter deserts, swamps, jungles, forests, mountains and primitive villages; but they also will see historic places, fine farms, and modern cities, of which Khartum is an example.

When, earlier this year, the Prince of Wales received 30 native leaders in the historic palace of Khartum the brilliance of presentation at the Court of England was reflected in Sudan. The guests were resplendent in their embroidered robes and bejeweled swords. Their colorful regalia was put in relief by the white palace which stands amid the palms on the river beach.

### Prince of Wales Flew There, Too

The Prince flew to Khartum in a special plane. After a 400-mile airplane flight from Malakal, soothing Khartum was a delightful journey's end. The city—its name was derived from its resemblance to an elephant's trunk—lies at the junction of the Blue Nile and White Nile rivers, 1,345 miles south of Cairo, 1,255 feet above sea level. For three miles along the Nile runs a wide embankment with a magnificent double avenue of trees. Broad streets parallel the Nile and the spaces between lodgings are planted with shady dom-palms, fine gardens and groves.

This seat of government has a population of 45,116 persons and is modern, in contrast to its neighbor Omdurman. A bridge spanning the Nile connects the old city and the new. The palace is the nucleus for government schools, post offices, hospitals, print shops, and administrative offices.

Beyond the palace the Gordon Memorial College teaches science and engineering to intelligent young Sudanese and the Kitchener School of Medicine makes a study of the particular diseases of the locality. Khartum was formerly a hot bed of malaria but now it is possible to sleep in the open without nets. Mosquitoes have been eliminated from Khartum by regular weekly inspections of stagnant pools which are covered with a film of petroleum to kill the larvae.

### Clearing House for Sudan Trade

The bazaars of Khartum still smack of the old world. Tall pillars supporting burlap shades constitute the market stalls, and wares are spread at random on the ground. The city is the clearing house of Sudan trade. By the Nile waterways there is easy transport from the southern and western provinces and from Sennar and other eastern districts.

It has long been a center for transients. To travelers coming from hundreds of miles out of the south, Khartum is the end of the journey and the point for re-entering civilization. From Mogren Point depart comfortable steamers that carry an ever-increasing number of tourists to remote reaches of the Nile.

General Charles Gordon defended Khartum against the Mahdi in 1885 and met his death while waiting for the British assistance that came two days too late. Following General Gordon's death and the destruction of the city, the seat of activities was moved to Omdurman, across the river, but returned to the original site after the present Khartum was built.

are scattered down the slopes for a thousand feet, the ground floors of one tier on a level with the roofs of the next tier below. If one must cover much space in Darjeeling he rides on pony back or is carried in a litter by four servants.

The center of Darjeeling is Observatory Hill, a knoll on the crest of the ridge. Topping the knoll is a Buddhist monument and surrounding it is a small forest of staffs from which prayer flags flutter their supplications. From the benches near the monument one may sit, when mist and clouds do not interfere, and take advantage of Darjeeling's best view of mighty Kinchinjunga and its fellows. But often the vigil is fruitless. It is only for relatively brief periods during spring and early winter that one may be sure of long, uninterrupted views of the towering granite and ice walls and snowy slopes to the north.

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**THE WOODMAN IS AN IMPORTANT PERSON IN THE HIMALAYAS**

**As almost no wood grows except in irrigated areas of the Himalayas, fuel is bought by travelers from the caretakers of the resthouses along the Gilgit Road. This coolie is chopping up the scanty wild juniper which occurs in scattered areas on the lower slopes of the mountains.**

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**THEY KEEP THEIR PRECIOUS GRAIN IN A CIRCULAR STOREHOUSE**

**These Nubas, of the Egyptian Sudan, make various dishes from durra (millet) and maize, but vary the menu with live, honey-covered flies and locusts, slugs, snakes, monkeys, dogs, pheasants, and other animal and bird flesh. A hen and her brood of chicks in the foreground lend a homey note to the scene.**

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